

CENTRAL'S LOBBY.

It Eliminates the Mandatory Clause of the Tunnel Ventilating Bill.

The Senate Bill Advanced to a Third Reading.

Indicted Directors' Pleadings Postponed Till Next Monday.

ALBANY, April 8. "A railroad bill" is an expression frequently seen and heard in connection with the quick passage of a measure in the Legislature.

It is true that some bills do meet this fortunate fate in Capitol Hill, but the Legislature does not live on can point to an instance where a railroad bill was ever "railroaded." The bill affecting the question of lighting and ventilation in the Fourth Avenue Tunnel which have been introduced in the Legislature are now creeping along after the fashion of all measures affecting the interests of the New York Central Railroad Company.

Although the Assembly Railroad Committee as apparently will go to report favorably the Sulzer-Bryne bill, which compels the tunnel to be ventilated and lighted, a majority of its members having agreed to do so; and though the majority of the Senate Committee on Railroads declared that they could see nothing objectionable in the similar measure introduced by Senator Ahearn, still it has been till-to-day impossible to get either of those bills out of committee.

The reason for such failure to report this bill was made apparent when John H. Camp appeared on the scene.

He represented the New York Central Railroad Company in this particular bit of legislation. The ex-Congressman, for the railroad company, had drawn a new bill which met with the approval of the officials of his client corporation, which he desired to have introduced into the Legislature, and there substituted for the Sulzer-Bryne measure in the House and for the Ahearn bill in the Senate.

Senator Coggeshall introduced it in the Senate, and it was recommended in the Railroad Committee of the Assembly as a substitute for the Sulzer-Bryne measure. The bill has already been explained in THE EVENING WORLD, and it is known that the Company, through its agent at the capital, has incorporated in it several of the provisions of the bill advocated by THE EVENING WORLD; but it retains the objectionable features that make its passage in the Assembly only on the problematical way so of the Railroad Commissioners, and not unless the courts concur, should the corporation appeal to them.

It also proposes to shift the responsibility for any accident which might occur after the adoption of any lighting or ventilating plan onto the shoulders of the Railroad Commissioners.

Should the Camp-Coggeshall bill become a law, however, while on its face it would seem to relieve the railroad corporation of any responsibility, the public will remember that the Company was responsible for the bill, and that it was substituted for the Sulzer-Bryne bill, and being responsible for the bill it must assume responsibility for what may happen because of the passage.

In the Committee of the House Mr. Byrne will make this afternoon a determined effort to get his bill reported.

Senator Ahearn's bill was to-day considered by the Senate Committee on Railroads, amended in many particulars, reported and ordered to a third reading.

Senator Ahearn was heard by the Committee in support of his own bill, but the Committee seemed inclined to report the more mandatory measure of Senator Coggeshall.

As reported from the Committee the bill looks now like the Coggeshall bill amended, for it contains practically the first six sections of the latter measure, except that the fifth section has been amended so as to incorporate the original Ahearn bill provision requiring indices corporations to appear and plead.

The seventh section of the Coggeshall bill, relating to the approval of the local authorities, was amended by substituting the provision of the original Ahearn bill in this respect, as follows:

"Sec. 7. In cities in this State having a population of 1,000,000 inhabitants or over, these tunnels are, or may hereafter be operated or controlled by any railroad corporation, such portions of any mechanical or other devices or appliances as are required under the provisions of this act, shall be constructed, maintained or placed under the surface of any streets, avenues or other places, under which such tunnels may be built, shall be subject to the approval of the local authorities of such cities, except that in the city of New York, such approval shall be given by a majority vote of the Mayor, the Comptroller, the Commissioner of Public Works and the President of the Department of Public Parks of said city."

The act in the present condition simply allows the Railroad Commissioners to compel the proper ventilation and lighting of the tunnel.

Whether the Commissioners will compel the New York Central Railroad Company to proceed with the reforms demanded immediately on the passage of the act they will not say, but point to the experiments now being made in the tunnel marked as No. 1, as an earnest of their intention to act promptly.

The measure as reported is better calculated to afford the relief required than that originally introduced at the request of the Railroad Company when it found that the people were annoyed to such a pitch that nothing but legislative relief would satisfy them.

DIRECTORS TO PLEAD MONDAY.

Justice Martin Grants Delay to the Indicted Magnates.

Lawyers John M. Bowers, James M. Townsend, Jr., and Henry W. Taft, counsel for the indicted New York, New and Hudson River Railroad Company, appeared before Justice Martin this morning to answer the writ of habeas corpus granted by the court for the release of the directors of the company.

They were granted a delay until Monday next to file their answer to the writ.

SPRING WARMTH MUST SOON COME

Maek & Co. Offer Special Inducements for the Season's Advent.

The continued cool weather has upset the calculations of the clothing trade, speculating on the usual change of weather, retail dealers have been slow to get ready for the season's advent. Maek & Co., corner Grand and Broadway, who now sell themselves with a large stock of Spring overcoats, which have been reduced to the lowest prices, are now on their knees awaiting spring.

Among others who counted on a higher temperature after Easter were Maek & Co., corner Grand and Broadway, who now sell themselves with a large stock of Spring overcoats, which have been reduced to the lowest prices, are now on their knees awaiting spring.

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By Which a Member Can Foretell the Coming of Cancer.

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